cover in the country has decreased from 64.2 million ha. to 64.Oi million ha. between the period 1981—83 and 1985-87.

(c) The estimated growing stock of wood in the country is 4196 million cu. m. The growing stock per hectare of the actual forest cover works out at about 65 cu. m. which compares poorly with the world average of 110 cu.m. per hectare.

(d) and (e) The National Forest Policy, 1988 stipulated that a minimum of one third of the total geographical area should be under forest or tree cover and to achieve this national goal a massive afforestation and social forestry programmes, especially on all denuded and degraded lands are under implementation involving vil lage communities and voluntary orga nisations as well.

Government has also contemplated a 10 years National Forestry Action Plan for conservation and development of forest resources and this plan is under preparation for each State/ Union Territory with chief objective of bringing about socio-economic development and environmental stability.

Project Report on Polavaiiam Multi-purpose Project

973. SHRI MENTAY PADMANA-BHAM; Will the Minister of WATER RESOURCES be pleased to state:

(a) whether it is a fact that the Government of Andhra Pradesh submitted up-dated project report on Polavanam Multi prpose Project in 1990;

(b) whether Government have examined the Project Report;

(c) whether there is iny Inter-State water dispute relating to this Project; and

(d) if so, the details thereof?

THE MINISTER OF WATER RE SOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI κOTADIA): (a) to (d) After examination, the Report submitted in July, 1990 was seen, among others, to be wanting in basic issues like establishing water availability for the project and concurrence of basin States allowing submergence in their territories. The Report was, therefore, returned to the State Government for compliance and modification.

Reports of various bodies to reduce road accidents

974. SHRI CHOWDHRY HARI SINGH; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the reports submitted by various bodies to Government on reducing road accidents during the last two years;

(b) the details of recommendations made in those reports and the action taken thereon so far;

(c) what is the present operational efficiency of various State Transport Undertakings including DTC; and

(d) the number of trips missed on various DTC routts during the last **two** years, year-wise and route-wise so far and what steps have been taken/are being taken to revamp the DTC and to improve its managerial/maintenance efficiency?

THE MINISTER OF WATER RE SOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KOTADIA); (a) and *(b)* The Central Government have not ap pointed any Committee or body dur ing the last two years to go into the question of reducing road accidents. A statement indicating the main re commendations of the National Road Safety Council and the action taken thereon is annexed.

(c) As per statement annexed.

(d) DTc operates about 700 city routes and about 120 inter-State routes. About 40,000 trips are operated daily. Statistics regarding the number of trips missed, route-wise, are not readi ly extractable and such information to be collected route-wise and during the last two years would not be com mensurate with the time and effort required.

The DTC are taking steps on a continuous basis to increase productivity, reduce cost per unit and enforce economy measures, prevent leakages with a view to increase revenue collection and reduce working losses. Rationalisation of routes is another measure which is undertaken by DTC for improving its performance. Government continuously review the administration and management of DTC with a view to streamlining the some.

Statement

Operational Efficiency of Various State Transport undertakings.

Name of SRTUs	Fleet Utilisation Performance % 1989-90	Cost (Ps./Km.) Per-formance 1989-90
1	2	3
CORPORATIONS		
A.P. SRTC	96.6	500
Assam STC	75-4	786
Bihar SRTC	50.4	954
Calcutta STC .	78-5	998
Delhi TC	89-0	789
S. Bengal STC	60.9	711
Gujarar SRTC	86 9	517
Himachal RTC	N.A.	N.A.
J & K RTC .	73-8	898
Karnataka SRTC	88-7	541
Kerala SRTC .	82-3	587
M.P. SRTC .	89-8	583
Man. SRTC .	88-5	655
Manipur STRTC	N.A.	N.A.
Megha. STC .	822	1229
No. Bengal STC	88-4	482
Orissa SRTC .	80.6	534

1	2	3
Pepsu RTC	85.7	532
Rajasthan SRTC	89-5	575
Tripura RTC .	52-3	1046
U.P. SRTC .	88-9	487
COMPANIES		
Annai Sat. TCL	92-7	462
Anna TCL	93.6	449
Cheran TCL .	96.7	492
Cholan R/W CL	92.2	453
Dheeran Chin. TCL .	94.6	451
Jeeva TCL	960	438
Kadamba TCL	89.2	486
Kattabomman TCL .	94.0	448
Marudha Pand. TCL	93.1	428
Nesamony TCL	95.0	462
Orissa RT Co.,.	84.0	519
Pallavan TCL	88.9	666
Pandiyan R/W CL	94.2	480
Pattu. Azh. TCL	91-9	466
Rani Manga TCL	100.0	437
Than. Periyar TCL	94-1	453
Thiruval. TCL .	93.2	390

II. *Main recommendations of the National Road Safety Council*

Recommendations	Action taken
1. State Governments should earmark at least a minimum of 1 % of their motor vehicles tax collection specifically for road safety measures.	This has been communicated to the State Governments for implementation.
2. Financial provision for road sefety should be under a separate budget head in the States/UTs.	Do.
3. A scheme should be evolved for Highways patrolling, traffic and posts and expeditious removal of accidented vehicles from Highways to maintain flow of traffic.	Do.
4. Time bound programmes to be undertaken by State PWDs for putting up road signs and signals.	Do.
5. The targetted group like students of schools are imparted knowledge of road safety through inclusion of proper material to text books.	Do.